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AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (original): A method for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system; determining a regulator output value by comparing an actual value of an operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value.

Claim 2 (original): A method in accordance with Claim 1, wherein the step of determining the regulator output value is only operative during quasi-static operating conditions of the drive system.

Claim 3 (original): A method in accordance with Claim 1, wherein the preliminary adjusting value and the regulator output value are in direct relationship with the contact force.

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Claim 4 (original): A method in accordance with Claim 1, including the step of providing an adjusting value by adding together the preliminary adjusting value and the regulator output value.

Claim 5 (canceled)

Claim 6 (original): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a pair of conical disks of a continuously variable transmission, and wherein the preliminary adjusting value is a function of the rotational speed of the pair of conical disks and the transmission ratio of the continuously variable transmission.

Claim 7 (currently amended): A method in accordance with Claim 5, for adjusting a contact force between two frictionally-engaged torque-transmitting components of a motor vehicle drive system, said method comprising the steps of: determining a preliminary adjusting value from a value of at least one operating parameter of the drive system, wherein the preliminary adjusting value is a function of a torque to be transferred; determining a regulator output value by comparing an actual value of an operating parameter with a target value of the operating parameter; and determining the contact force from a control variable that is a function of the preliminary adjusting value and the regulator output value, wherein the preliminary adjusting value increases in magnitude with one of

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increasing torque, shorter transmission ratio, and smaller running radius of the endless torque-transmitting means in the first pair of conical disks.

Claim 8 (original): A method in accordance with Claim 1, wherein the determination of the control variable includes a method by means of which the actual value of the operating parameter is determined by correlation with the change in a value affecting the value of the operating parameter.

Claim 9 (original): A method in accordance with Claim 1, wherein a relationship between a modification of an input value and a dependent modification of the operating parameter used for the regulator output value is used to determine the preliminary adjusting value.

Claim 10 (original): A method in accordance with Claim 1, wherein one of the torque-transmitting components is an endless torque-transmitting means and another component is a conical disk pair of a continuously variable transmission, and a regulation difference is a function slippage between the components.

Claim 11 (original): A method in accordance with Claim 10, wherein an additional value is supplied to the adjusting value when the slippage exceeds a threshold value.

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Claim 12 (original): A method in accordance with Claim 1, including the step of at least one additional component, calculated from a model of the drive train, is switched in to the control variable.

Claim 13 (original): Apparatus for the regulation of a contact force between two frictionally engaged torque-transmitting components of a motor vehicle drive system, said apparatus comprising: sensors for the determination of operating parameters of the drive train, at least one actuator for adjustment of the contact force, and an electronic control unit that includes a microprocessor and a program and data storage unit.